



NORTHEAST OHIO AREA WIDE COORDINATING AGENCY M E M O R A N D U M

TO: Bicycle and Pedestrian Advisory Council Members

Samuel Alai, Mayor, City of Broadview Heights
Joyce Braverman, Director, Planning Department, City of Shaker Heights
Mike Challenger, Sustainability Coordinator, Lorain County
Andrew Cross, Traffic Engineer, City of Cleveland
Timothy DeGeeter, Mayor, City of Parma
James W. Dvorak, Commissioner, Geauga County
Erin Fink, Lake County Engineer Representative
Leslie Farley, ODOT District 3
Marka Fields, Chief City Planner, Cleveland City Planning Commission
Rob Hillard, City Manager, City of Oberlin
William F. Hutson, Commissioner, Medina County
Martin Keane, Councilman, Ward 17, City of Cleveland
David E. Marquard, Design and Construction Administrator, Cuyahoga County Depart. of Public Works
Sean McDermott, Chief Planning and Design Officer, Cleveland Metroparks
Calley Mersmann, Bicycle and Pedestrian Coordinator, Cleveland City Planning Commission
Allen Pennington, Engineer, City of Mentor
Anthony Ratajczak, Medina County Bicycling Community
David Short, ODOT District 12
Timothy Smith, Founder, Medina County Bicycle Task Force
James M. Sonnhalter, Manager of Planning, Cuyahoga County Planning Commission
Robert Stefanik, Mayor, City of North Royalton
Michael Summers, Mayor, City of Lakewood
Jacob VanSickle, Executive Director, Bike Cleveland
Richard Wong, Planning Director, City of Cleveland Heights
James Ziemnik, Director, Lorain County Metro Parks

FROM: Andrew Cross, Chair

DATE: November 8, 2019

**RE: Bicycle and Pedestrian Advisory Council
Friday, November 15, 2019 from 10:30 a.m. to noon**

**NOACA Offices
1299 Superior Avenue, Cleveland, Ohio**

I look forward to seeing you on ***Friday, November 15th, 2019 at 10:30 a.m. at the NOACA offices.***



NOACA Bicycle & Pedestrian Advisory Council
Friday, November 15, 2019 – 10:30 a.m. - 12:00 p.m.
NOACA Offices – 1299 Superior Avenue
Cleveland, Ohio 44114
Phone: (216) 241-2414; website: www.noaca.org

AGENDA

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NEXT MEETING: Friday, February 21, 2020 – 1:00 p.m. - 2:30 p.m.

Agenda Item
No. 1

MINUTES



Bicycle and Pedestrian Advisory Council Meeting

August 16, 2019

NOACA Offices

1299 Superior Avenue, Cleveland, Ohio 44114

Present: Please see the attached attendance record.

Mr. Andrew Cross, Chair of the Bicycle and Pedestrian Advisory Council (BPAC), convened the meeting at 10:30 a.m.

Meeting Minutes

A motion was made by Mr. Jim Sonnhalter to approve the minutes of the BPAC meeting held on May 17, 2019. The motion was seconded by Mr. Richard Wong. The motion passed by voice vote.

Public Comments

No public comments were made at this meeting.

Chair's / Executive Director's Report

No report was presented at this meeting.

PRESENTATION / DISCUSSION ITEMS

Project Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC); 2nd Quarter State Fiscal Year 2020

Mr. Ed May provided background on PPR and presented information on the following projects:

- CUY IR 77 11.21 Major Rehabilitation (PID 105743) - This project involves replacing pavement on IR-77 from approximately the CSX Bridge to Broadway Avenue (SR-14). The total cost of this project is \$71.2 million. No NOACA funds will be used for this project.
- CUY IR 77/Miller Rd Interchange (PID 104983) - This project involves completing the existing partial diamond interchange at IR-77 and Miller Road by adding exit and entrance ramps, auxiliary lane, left turn lanes, and right turn lanes. The total cost of the project is \$4.9 million. No NOACA funds will be used for this project.
- CUY IR 90 6.83 Major Rehabilitation (PID 76779) - This project involves replacing the pavement along I-90 from the Hilliard exit ramp bridge to I-71 in Rocky River, Lakewood and Cleveland. The total cost of the project is \$103 million. No NOACA funds will be used for this project.

- CUY IR 271 10.24 Noise Barriers (PID 108655) - This project involves constructing approximately 3,200 feet of noise barrier along the east side of IR-271. The total cost of this project is \$1.6 million. No NOACA funds will be used for this project.
- GCRTA FFY 2020 Capital Program & 2016, 2017 and 2019 Revision - Four projects need to be added to the FY2020 Capital Program and revisions need to be made to five existing grants. The total cost of this program is \$54.5 million. No NOACA funds will be used for this program.

Mr. May stated that staff will coordinate with the project sponsors accordingly.

Mr. Cross asked about the proposed size of the sidewalks on Miller Road. Mr. May said he did not know for sure, but believed the size to be 5 feet. Ms. Sarli stated that the project is still in the study phase. Mr. Cross stated that the sponsor should make the sidewalks 8 feet and make at least one of them 10 feet.

Mr. Cross asked why the noise wall project was being proposed now when it was not proposed previously. Mr. David Short stated that there were previously no homes in the area, but now a subdivision has been platted and ODOT has chosen to change its position on the noise wall.

In reference to CUY IR 77 11.21 Major Rehabilitation (PID 105743), Ms. Sara Maier asked if ODOT or the City of Cleveland can provide information on whether the trail and the IR-77 project can be done concurrently. Mr. Cross said he did not have any information on hand. Ms. Maier stated that the City of Cleveland was putting forward \$200,000 for preliminary engineering for the trail, but was waiting to see if the project could be done in sync with the ODOT drainage and widening project.

Mr. Jacob VanSickle suggested that all the parties get together and provide an update on the IR-77 project and the construction dollars for the trail.

Ms. Maier stated that Cleveland Metroparks is not the sponsor of the trail project but has committed funding for the design and would like to know the year to budget for the design.

SAVE: NOACA's Plan for Transportation Safety

Ms. Kate Moening provided information on SAVE that included the following:

- Annual Fatalities and Serious Injuries, 2007-2017
- A Comprehensive Approach Using the "6 E's" of transportation safety
- Fatalities and serious injuries by maintenance responsibility, local vs. state
- Strategy #1: Collect and analyze data to identify high crash locations
- Strategy #2: Support the implementation of proven and low-income infrastructure safety countermeasures
- Strategy #3: Promote safe behaviors that contribute to the reduction of roadway departure fatalities and injuries
- Short-term goals to work toward an annual reduction of 2% each year to 2023
- A heat map showing the relative density of "Impaired Driving" for all crashes across the region, with a number of targeted corridors with a high frequency of fatal or serious injuries (FSIs).

Ms. Moening stated that NOACA staff will develop and support key initiatives in partnership with other organizations to advance safe projects and encourage safer traveler behavior. She mentioned that the SAVE Plan can be found on NOACA's website under Regional Safety Program. She asked members to contact her at 216-241-2414, ext. 285, if they have any questions.

Mr. Cross asked if anyone is pushing to make cell phone use while driving a primary offense. Mr. Blayney said yes and noted that research is being done by the state.

Ms. Maier commented that there are a few municipalities that have made cell phone use while driving a primary offense, as well.

Mr. Cross said he would like to see a statewide law on cell phone use while driving.

2017 Safety Priority Lists

Mr. Blayney stated that staff will continue to prepare regional safety priority lists on an annual basis to identify intersections and road segments that exhibit a high need for improvement due to the frequency and severity of crashes within the NOACA region.

Mr. Blayney presented tables on the following for the period of 2013-2017:

- Regional safety priority intersections - four or more fatal or serious injury crashes
- Regional safety priority intersections with more than 150 crashes
- Regional safety priority corridors - five or more fatal or serious injury crashes per mile
- Regional safety priority corridors with more than 150 crashes
- Regional safety priority corridors - three or more pedestrian and bicycle FSI crashes per mile
- Safety priority locations for the 5-year period ending in 2016 and 2017 on NOACA's GIS portal

Mr. Blayney stated that NOACA safety priority locations were developed by evaluating historical crash performance at intersections and along roadway segments. The primary safety priority lists consider the number of fatalities and serious injuries (FSIs) that have occurred at intersections or along one-mile segments of the region's non-freeway road network.

Ms. Maier asked the number of locations where safety studies were done or other things planned. Mr. Blayney said half of the locations are chronic and have been studied through the ODOT safety program. He mentioned that NOACA's program also evaluates non-state highway system locations that may not have had a safety study done.

Transportation for Livable Communities Initiative (TLCI) Program Update

Mr. Jim Thompson provided background on the TLCI program. He mentioned that the program provides up to \$500,000 for planning studies and at least \$1.5 million for implementation projects. He mentioned that NOACA will focus on the following TLCI studies in 2020:

- Downtown Cleveland Transportation Connectivity Study
- Regional Metroparks Trails/Transportation Connections Study
- Regional Lakefront Transportation Connections Study

Mr. Thompson mentioned that staff is proposing that only TLCI implementation applications for the SFY 2020 be accepted this round. Mr. Thompson reviewed the following:

- Eligible applicants
- Eligible implementation activities
- Project evaluation criteria – implementation
- TLCI program schedule

Mr. Thompson stated that program guidance and applications can be found at noaca.org/TLCI. He informed members that they can contact him at Jthompson@mpo.noaca.org or 216-241-2414, Ext. 275, if they have any questions. Mr. Thompson stated that applications are due by noon on October 11, 2019; implementation presentations will be given at NOACA the week of October 21, 2019; and applications will be presented to BPAC, SOC, and the Transit Council for input on November 15, 2019.

Ms. Maier asked if the process for planning studies will be led by NOACA staff or consultants. Mr. Thompson said consultants will lead the studies and one or two NOACA staff members and relevant regional partners will provide assistance.

Ms. Joyce Braverman asked if the consultant list has been or will be updated. Mr. Thompson said the consultant list is updated every two years; however, this round NOACA will probably do a direct procurement and update the list the next round.

Mr. Alex Harnocz asked Mr. Thompson to talk about the criteria for a TLCI-like study. Mr. Thompson stated that the sponsor needs to demonstrate that there was public involvement or an engagement process for the study; the sponsor must document public meetings with neighborhood or community feedback specific to the transportation component; the study must have a multimodal transportation focus; and the study must recommend specific countermeasures at specific locations.

Active Transportation Events/Training Calendar

Ms. Moening presented information on the following upcoming safety events and workshops:

- Bike Cleveland: Bike Smart Class on August 20, 2019; Fundo on September 7, 2019; and Bikes and Brew on September 28, 2019.
- The volunteer bike/ped counts will be done on September 10-12, 2019.
- Bike to Work day will be on September 28, 2019.
- The LTAP Designing for Pedestrian Safety NHI course will be held at ODOT District 12 in Garfield Heights on September 11, 2019.
- The REEL Cycling Film Festival will benefit Northeast Ohio Safe Trails & Roads and will be held in Akron on November 3, 2019.
- APBP webinars will be hosted at NOACA offices on August 21, 2019, September 18, 2019, and October 16, 2019.

- The WTS Central Region Conference Bike Tour & Multimodal session will be held in Cleveland on September 15, 2019.
- The WTS Towpath Stage 3 Tour is scheduled for August 22, 2019.
- October is Walk to School Month and October 2, 2019 is Walk to School Day.
- ODOT SRTS Funding – Application round will open in January 2020.
- CarFit – Technician & Event Coordinator Training will be provided at Montville Township Police Station in Medina on August 22, 2019 and then a follow-up event on August 23, 2019.
- Complete Streets Implementation Training will be provided at the Cuyahoga County Board of Health on September 17, 2019.
- ODOT LTAP Crowdsourcing to Improve Traffic Operations workshop will be held at the NOACA offices on September 19, 2019.

Old Business

Mr. VanSickle asked when the Regional Pedestrian and Bicycle Plan will kick off. Ms. Katie Sieb stated that staff is working on an analysis and will be launching the survey presented at the last BPAC meeting.

Mr. VanSickle asked if staff can provide an update on NOACA's Complete and Green Streets Policy. Ms. Kathy Sarli stated that the policy has been refined; presented to the Transportation Subcommittee for review; and presented to the Policy Committee, which gave its support. She noted that the next step will be to present the policy to the Board in December for approval so it can be implemented.

Mr. VanSickle congratulated the City of Cleveland Heights for being recognized by Smart Growth America for having the best complete streets policy in the country.

New Business

Mr. VanSickle asked if it was possible to combine the BPAC and SOC meetings when the agendas are similar. Ms. Sarli pointed out that not all BPAC and SOC members serve on both councils and each council has its own focus.

Mr. Cross asked if it was possible to move the BPAC and SOC meetings to a Tuesday, Wednesday or Thursday. Ms. Sarli stated that all of NOACA's meetings are held on a Friday and the schedule is unlikely to change.

Mr. Jim Ziemnik asked who at NOACA will be representing this region's Strategic Highway Safety Plan (SHSP) in Columbus. Ms. Sarli said Ms. Melissa Thompson.

Adjournment

Mr. Cross stated that the next BPAC meeting will be held at the NOACA offices on November 15, 2019 at 10:30 a.m. There being no further business, the meeting was adjourned at 11:35 a.m.



NOACA BICYCLE AND PEDESTRIAN COUNCIL 2019 Attendance

MEETING DATES	02/15/19	05/17/19	08/16/19	11/15/19
Cuyahoga County				
Samuel Alai, Mayor City of Broadview Heights David Schroedel, Alternate	A	A	A	
Joyce Braverman, Planning Department Director, City of Shaker Heights Ann Klavara, Alternate	A	X	X	
Timothy DeGeeter, Mayor City of Parma Brian Higgins, Alternate	A	A	A	
David E. Marquard, P.E., P.S., Design and Construction Administrator Cuyahoga County Dept of Public Works Paul Ciupa, Alternate	A	A		
Sean McDermott, Chief Planning and Design Officer Cleveland Metroparks Sara Maier, Alternate	A	A	A	
James M. Sonnhalter, Planning Manager Cuyahoga Planning Commission Michael Mears, Alternate	X	X	X	
Robert Stefanik, Mayor City of North Royalton Thomas Jordan, Alternate	A			
Michael Summers, Mayor City of Lakewood Alex Harnocz, Alternate		A	A	
Richard Wong, Planning Director City of Cleveland Heights Joe Kickel, Alternate	A	X	X	
Geauga County				
James W. Dvorak, Commissioner, Geauga County Nicholas Gorris, Alternate	A	A	A	
Lake County				
Erin Fink, P.E. Lake County Engineer Representative	X		X	
				1 - 7

MEETING DATES	02/15/19	05/17/19	08/16/19	11/15/19
Allen Pennington, Engineer City of Mentor	X		X	
Lorain County				
Mike Challender, Sustainability Coordinator, Lorain County				
Rob Hillard, City Manager, City of Oberlin		X	X	
James Ziemnik, Director Lorain County Metroparks	X	X	X	
Medina County				
William F. Hutson, Commissioner				
Anthony Ratajczak Medina County Bicycling Community	X	X	X	
City of Cleveland				
Andrew Cross, Traffic Engineer City of Cleveland	X	X	X	
Marka Fields, Chief City Planner, Cleveland City Planning Commission	X	X	X	
Martin Keane, Councilman, Ward 17 City of Cleveland Kevin Kelley, Alternate				
Calley Mersmann Bicycle and Pedestrian Coordinator, Cleveland City Planning Commission	X	X	X	
Ohio Department of Transportation (ODOT)				
Leslie Farley, ODOT District 3 Phil Gabel, Alternate	X	X	X	
David Short, ODOT District 12 Melinda Bartizal, Alternate	X	A	X	
Additional Members				
Tim Smith, Founder, Medina County Bicycle Task Force				
Jacob VanSickle, Executive Director Bike Cleveland	X	X	X	

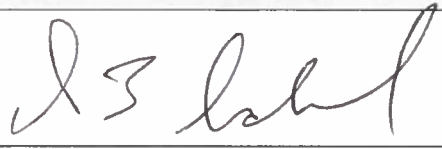



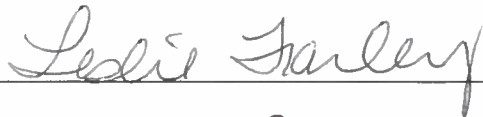



X - Member present


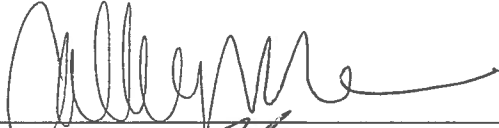



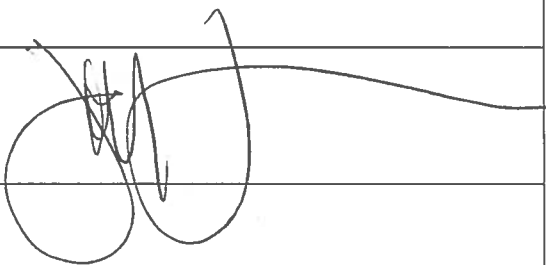
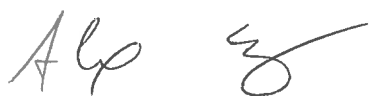



A - Alternate present



Bicycle and Pedestrian Advisory Council
August 16, 2019, 10:30 a.m. – Noon

Member Sign-in Sheet

MEMBER	SIGNATURE
Samuel Alai, Mayor City of Broadview Heights David Schroedel, Alternate	
Joyce Braverman, Planning Department Director City of Shaker Heights Ann Klavara, Alternate	
Mike Challender, Sustainability Coordinator, Lorain County	
Andrew Cross, P.E., PTOE, Traffic Engineer City of Cleveland	
Timothy DeGeeter, Mayor City of Parma Brian Higgins, Alternate	
James W. Dvorak, Commissioner, Geauga County Nicholas Gorris, Alternate	
Leslie Farley, ODOT District 3 Phil Gabel, Alternate	
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Rob Hillard, City Manager, City of Oberlin	
William F. Hutson, Commissioner Medina County	
Martin Keane, Councilman, Ward 17 City of Cleveland Kevin Kelley, Alternate	

MEMBER	SIGNATURE
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Sean McDermott, Chief Planning and Design Officer Cleveland Metroparks Sara Maier, Alternate	
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Jacob VanSickle, Executive Director Bike Cleveland	
Richard Wong, Planning Director City of Cleveland Heights Joe Kickel, Alternate	
James Ziemnik, Director Lorain County Metroparks	

PUBLIC INVOLVEMENT

**Agenda Item
No. 3**

CHAIR'S/EXECUTIVE DIRECTOR'S REPORT

Agenda Item
No. 4

ACTION ITEMS

PRESENTATIONS/DISCUSSION ITEMS



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Bicycle and Pedestrian Advisory Council

FROM: Kathleen Sarli, Director of Planning

DATE: November 8, 2019

RE: **Project Planning Review (PPR)/ Intergovernmental Review and Consultation (IGRC);
3rd Quarter State Fiscal Year 2020**

ACTION REQUESTED

No action is requested at this time. This item is included for information and presentation.

BACKGROUND/JUSTIFICATION

Attached are PPR summary documents for the proposed project to be presented to the NOACA Transportation Subcommittee, Planning and Programming Committee and Executive Committee for review and recommendation.

NOACA's Board approved Regional Transportation Investment Policy requires that all proposed federal-aid transportation projects be processed through PPR in order to meet NOACA's adopted goals and federal requirements.

PPR consists of four levels of review: NOACA staff; Board, including committees, subcommittees, and Councils; intergovernmental review and consultation (IGRC); and public involvement. The end product of PPR is a Board resolution that certifies that the project has had thorough review, allowing the project to proceed to the programming stages of the planning process.

As part of the PPR process, a detailed summary of the proposed improvement and staff and committee assessment of the project are posted on NOACA's website, www.NOACA.org. A link to the PPRs is included on the home page by clicking the 'Comment on Projects' button. Staff adds comments obtained from the public, governmental organizations and NOACA committees as they are received. Proposed projects are posted on the website for three months, allowing adequate time for review and comment.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Pending Board approval, the project sponsor will be notified that their project has completed PPR. NOACA staff will work with the project sponsor to address any planning issues identified during PPR.

KS/em/8334c

Attachments: Project Summary

Improvements along Cleveland Avenue in Elyria

Title: Improvements along Cleveland Avenue in Elyria

Sponsor: City of Elyria

Estimated Total Cost: \$7,206,891

Proposed Source of Federal Funds: ODOT and NOACA

History/Background: The Ohio Department of Transportation (ODOT) Safety program provides funds to ODOT and local governments for highway safety treatments or corrective activity designed to alleviate a safety problem or a potentially hazardous situation. The program is funded at approximately \$100 million annually. Priority is given to those projects with recommended activities/countermeasures that improve safety at roadway locations with a high frequency, severity, and rate of crashes.

There are two application cycles per year. Applications must be signed off by the respective ODOT District Safety Review Team. A safety engineering study must typically accompany the application unless the application is for preliminary engineering funds to complete the study.

The following project was selected for Highway Safety Improvement Program (HSIP) funding.

The NOACA Board of Directors adopted Resolution 2019-045 approving the projects to be funded with NOACA administered Surface Transportation Block Grant (STBG) funding and STBG set-asides for Transportation Alternatives Projects (TAP) for the state fiscal year (SFY) 2021 – 2024 Transportation Improvement Program. The projects recommended for NOACA funding included rehabilitation of Cleveland Street, in the City of Elyria.

Proposed Project: LOR CR-658 - 00.00 (CLEVELAND ST): PID No. 110986 - This project involves rehabilitation along Cleveland Street, from East Bridge Street and Gulf Road to Hawthorne Street in Elyria (maps and illustrations). The work will include full and partial depth pavement repair, resurfacing, replacement of curbs, deteriorated culverts and roadway drainage catch basins, and installation of a roadway underdrain system and conduit. The City will also implement a road diet, reducing the number of lanes along Cleveland Avenue, from four (4) through lanes to three (3) lanes (one lane in each direction and a center turn lane).

According to the sponsor, the number of curb cuts will be minimized, access point locations will be controlled and bicycle lanes will be possible. The project will also include crosswalks, ADA (Americans with Disabilities) ramps, intersection improvements, new sidewalk, lighting and the creation of bicycle lanes. The project will also include pavement markings, signage and the replacement of the traffic signal at the intersection of Olive Street and possibly Gulf Road. Traffic calming measures will also be considered with the project including curb bump-outs and contrasting pavements. The project will also involve improvements to the intersection at East Bridge Street/Cleveland Street with four-leg non-circular roundabout.

The STBG funding is dedicated to the roadway rehabilitation component of the project. The HSIP funding is dedicated to the road diet and roundabout components of the project.

The project's estimated total cost is \$7,206,891. The estimated cost of preliminary engineering preliminary development (PEPD) is \$352,952. The estimated cost of preliminary engineering detailed design (PEDD) is \$173,842. The estimated cost of right-of-way (RW) is \$300,000. The PEPD, PEDD and RW will be funded with HSIP funds (\$744,115) and local funds (\$82,679). The estimated cost of construction (CO) is \$5,900,097. The CO will be funded with STBG funds (\$3,329,686), HSIP funds (\$1,255,885) and local funds (\$1,314,527). The estimated cost of construction engineering (CE) is \$480,000. The CE will be locally funded.

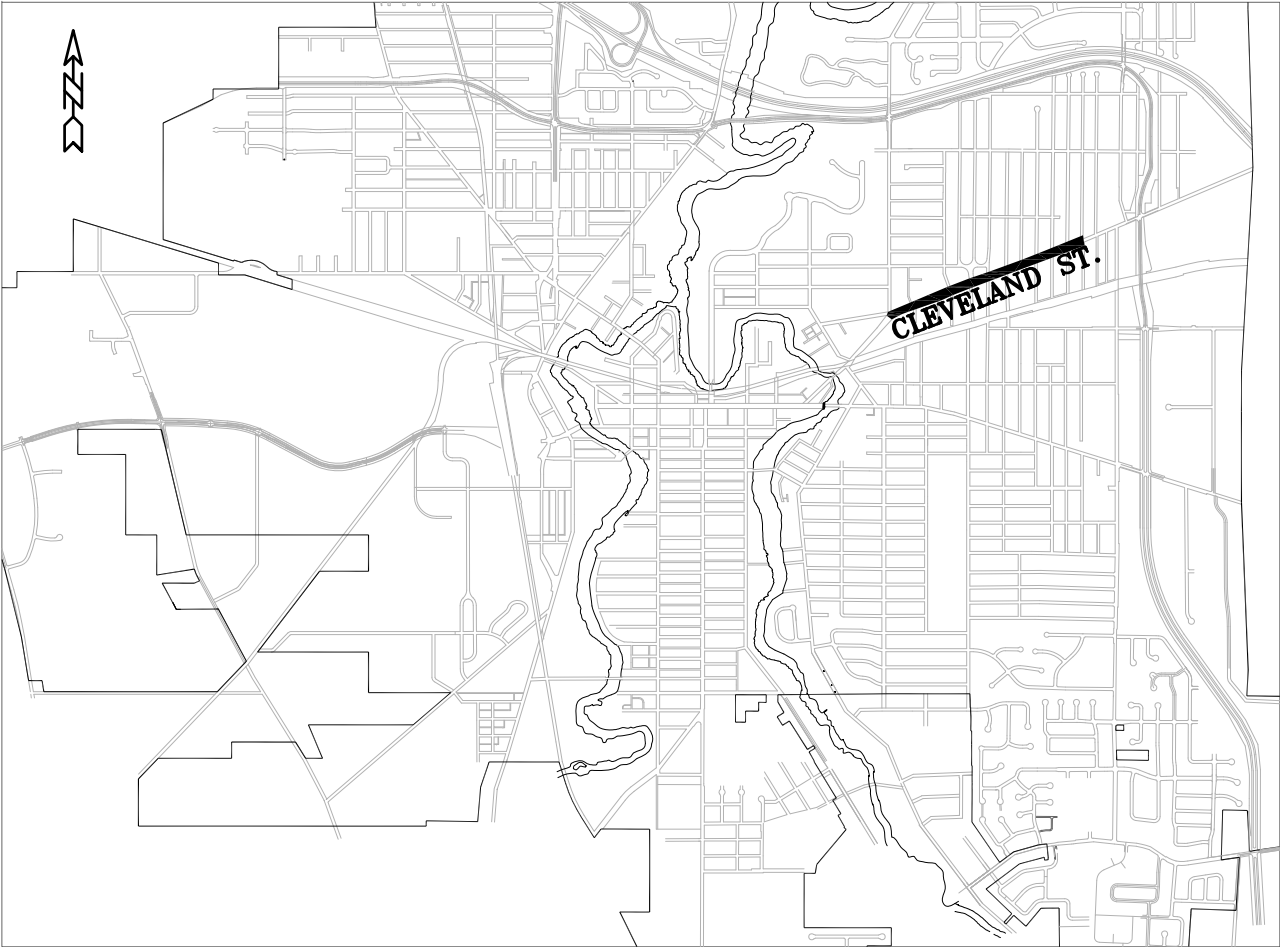
Staff Comment (Summary):**RECOMMENDATION:**

- A transition for the bike lane into the roundabout should be provided, such as wide sidewalks/shared use paths and signage for bike traffic moving through the roundabout intersection.
- Consider utilizing ladder-style crosswalk markings across Cleveland Street, in addition to the contrasting pavement. The visual contrast of a differing pavement type tends to fade over time, and ladder-style markings would maintain the safety benefit of a high-visibility crosswalk. (Example: see West 25th Street and Detroit Avenue intersection crosswalks).
- Consider utilizing the center turn lane to create median refuge islands to improve the safety of crosswalks along the corridor. Median refuge islands are an FHWA Proven Safety Countermeasure.
- The work summarized in this PPR will occur within two subwatersheds: 1) Black River Mainstem and Jackson Ditch-East Branch Black River. According to Ohio EPA's 2018 Integrated Report (IR) Watershed Assessment Unit (WAU) summary, sampling results along the Black River Mainstems subwatershed indicate that the river is in full and partial attainment of its Aquatic Life Uses (ALUs). The WAU lists the causes of impairment as due to nutrients and conductivity modifications associated with municipal point source discharges. According to the 2018 IR WAUs, the Jackson Ditch-East Branch Black River subwatershed's sampling sites are in full, partial and nonattainment due to sedimentation/siltation due to natural causes (Black River falls). NOACA staff recommends that ODOT maintain stormwater runoff on-site for as long as possible to keep nonpoint source pollutants from reaching the Black River. NOACA staff also recommends that ODOT consider incorporating habitat restoration along the river wherever possible.

Committee Review:**Intergovernmental Review and Consultation (IGRC):****Public Involvement:**

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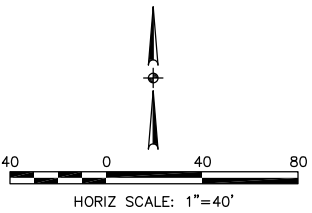
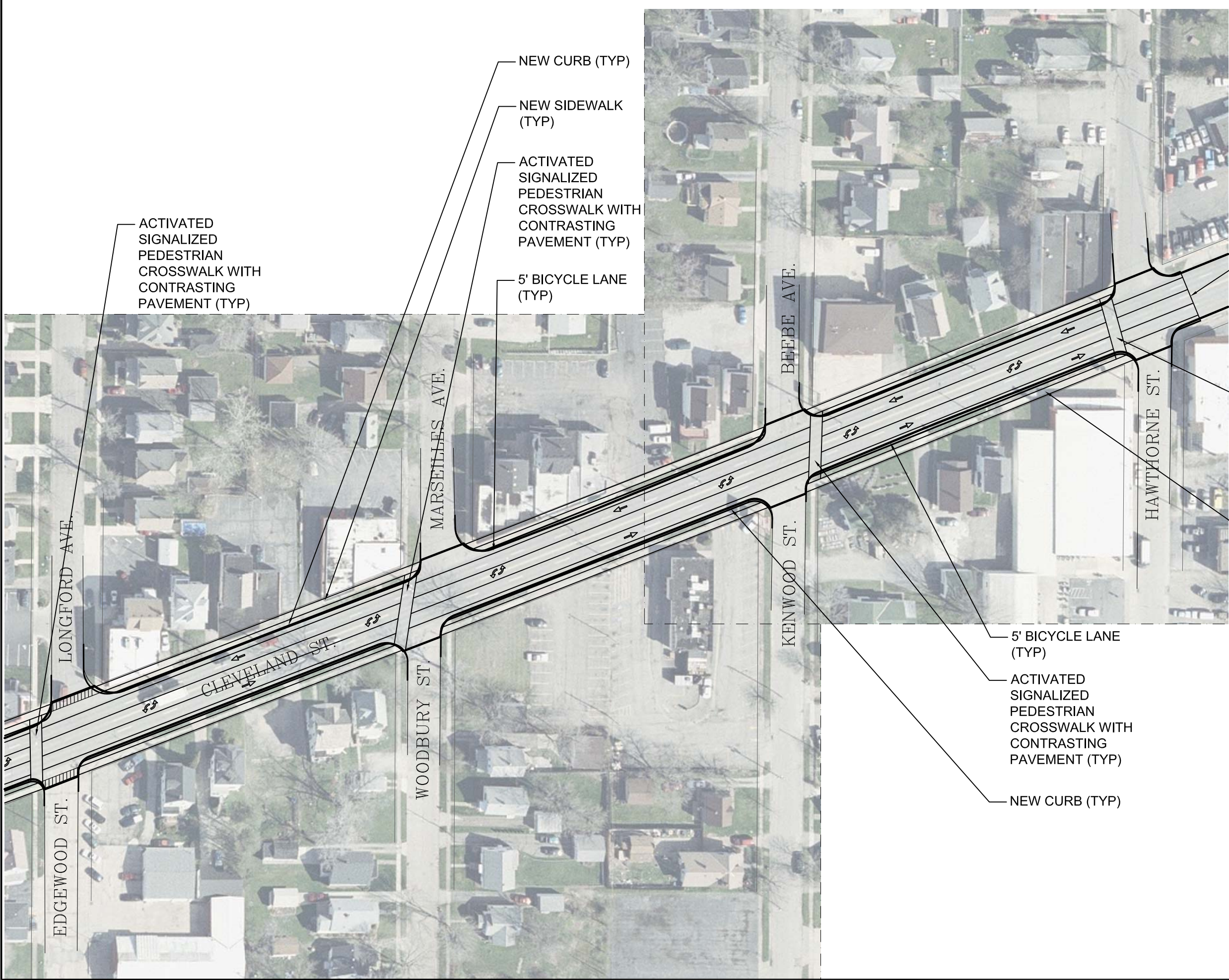
CITY OF ELYRIA
REPAIR, RECONSTRUCTION, & RESURFACING
CLEVELAND STREET
FROM GULF RD. TO HAWTHORNE ST.
CONCEPT PLAN



LOCATION MAP

TITLE SHEET		REVISIONS		DESCRIPTION		BY
CLEVELAND STREET IMPROVEMENTS		DATE		DATE		
CITY OF ELYRIA		DRAWN BY: JDD		DATE		
COUNTY OF LORAIN, STATE OF OHIO		CHKD BY: TJ		DATE		
		DWG. NAME:		DATE		
		PATH:		DATE		
		F.B.		DATE		
SHEET C1.0 OF XX		DATE		DATE		
JOB NO. 5 - 8xxx		DATE		DATE		

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BEGIN ODOT
PID #101359

ACTIVATED
SIGNALIZED
PEDESTRIAN
CROSSWALK WITH
CONTRASTING
PAVEMENT (TYP)

NEW SIDEWALK
(TYP)

5' BICYCLE LANE
(TYP)

ACTIVATED
SIGNALIZED
PEDESTRIAN
CROSSWALK WITH
CONTRASTING
PAVEMENT (TYP)

NEW CURB (TYP)

ACTIVATED
SIGNALIZED
PEDESTRIAN
CROSSWALK WITH
CONTRASTING
PAVEMENT (TYP)

NEW CURB (TYP)

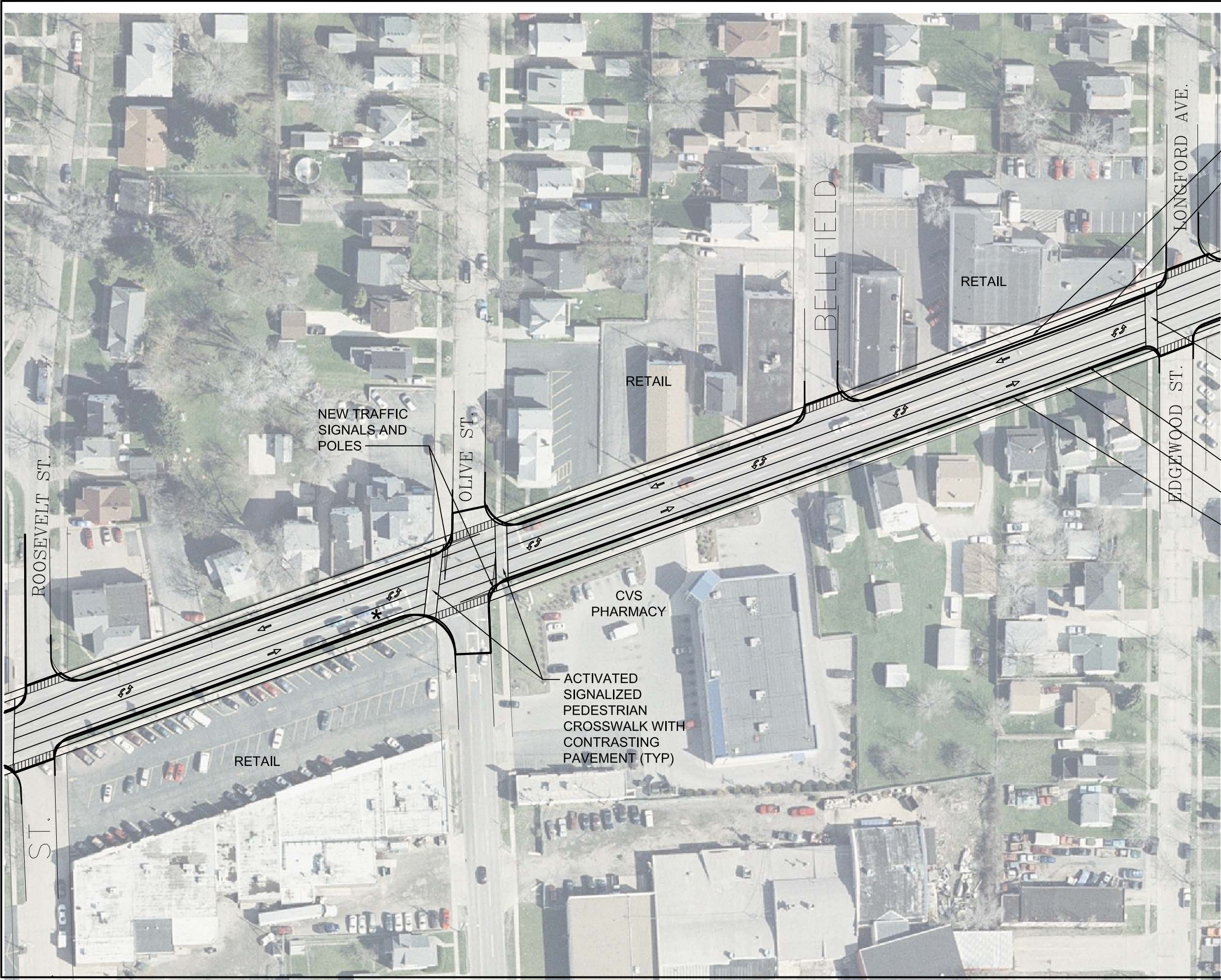
NEW SIDEWALK
(TYP)

ACTIVATED
SIGNALIZED
PEDESTRIAN
CROSSWALK WITH
CONTRASTING
PAVEMENT (TYP)

5' BICYCLE LANE
(TYP)

SITE DEVELOPMENT PLAN		DATE		DESCRIPTION		BY	
CLEVELAND STREET IMPROVEMENTS							
CITY OF ELYRIA							
COUNTY OF LORAIN, STATE OF OHIO							
SHEET C1.0		DATE		DESCRIPTION		BY	
OF XX							
JOB NO.							
5 - 8							

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NEW TRAFFIC
SIGNALS AND
POLES

RETAIL

RETAIL

LONGFORD AVE.

NEW CURB (TYP)

5' BICYCLE LANE (TYP)

ACTIVATED
SIGNALIZED
PEDESTRIAN
CROSSWALK WITH
CONTRASTING
PAVEMENT (TYP)

5' BICYCLE LANE (TYP)

NEW SIDEWALK (TYP)

NEW CURB (TYP)

*
=EXISTING BUS STOP

OLIVE ST.

BELLFIELD

EDGEWOOD ST.

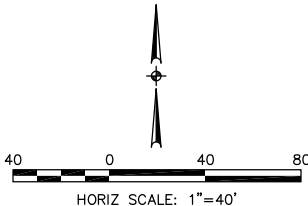
CVS
PHARMACY

ACTIVATED
SIGNALIZED
PEDESTRIAN
CROSSWALK WITH
CONTRASTING
PAVEMENT (TYP)

RETAIL

ROOSEVELT ST.

ST.

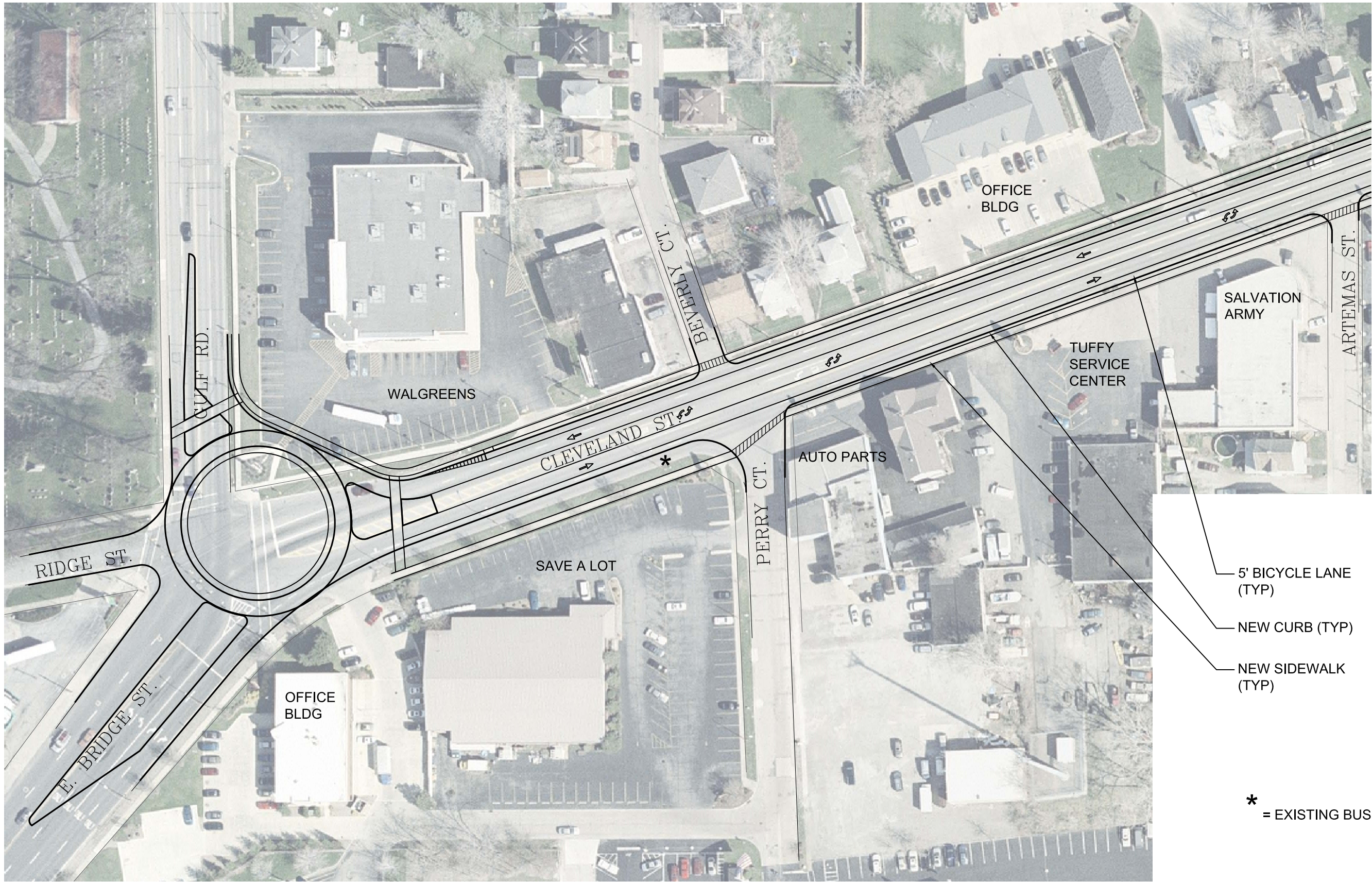


REVISIONS		DATE	DESCRIPTION	BY
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DRAWN BY:	JDD			
CHKD BY:	TU			
DWG. NAME:				
PATH:				
F.B.				

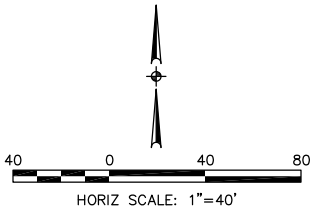
SITE DEVELOPMENT PLAN	
CLEVELAND STREET IMPROVEMENTS	
CITY OF ELYRIA COUNTY OF LORAIN, STATE OF OHIO	

SHEET C1.1	OF XX
JOB NO. 5 - 7	

Z:\NOACA\Cleveland St\Cleveland St Quantities.dwg Last Plotted 12/13/2018 8:10:45 AM by Justin Oleiz



- 5' BICYCLE LANE (TYP)
- NEW CURB (TYP)
- NEW SIDEWALK (TYP)
- * = EXISTING BUS STOP



REVISIONS		DATE	DESCRIPTION	BY
DATE:	1/12/2018			
DRAWN BY:	JDD			
CHKD BY:	TU			
DWG. NAME:				
PATH:				
F.B.				

SITE DEVELOPMENT PLAN	
CLEVELAND STREET IMPROVEMENTS	
CITY OF ELYRIA COUNTY OF LORAIN, STATE OF OHIO	

SHEET C1.3	OF XX
JOB NO. 5 - 9xxx	

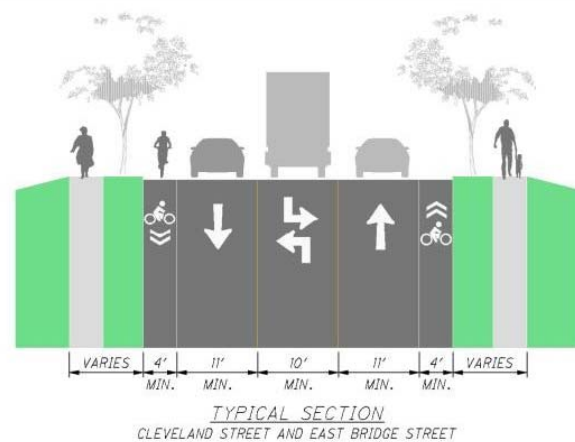
PROBLEM STATEMENT

- Busy commercial corridor
- Large skews and irregular lane configurations at 2 of 3 signalized intersections
- Rear-end, sideswipe, and left-turn crashes related to driveways and wide pavement area
- Designated United States Bicycle Route 30 with no bicycle facilities
- Roadway Section Citywide Ranking #8 (Cleveland Street) and #20 (East Bridge Street)
- High Priority Corridors SIP FY2015

PROJECT FUNDING

Project Phase	Safety Study	PE - Environmental	PE - Detailed Design	Right of Way /Utilities	Construction	Total
Fiscal Year	2019	2021	2022	2022	2024	
Project Phase Completed	X				N/A	
Previous Safety						\$0.00
New Safety		\$887,000.00	\$144,000.00	\$382,000.00	\$2,992,000.00	\$4,405,000.00
Sponsor Funding	\$31,775.00	\$222,000.00	\$36,000.00	\$96,000.00	\$1,197,000.00	\$1,582,775.00
NOACA (STBG or CMAQ)					\$1,795,000.00	\$1,795,000.00
Total	\$31,775.00	\$1,109,000.00	\$180,000.00	\$478,000.00	\$5,984,000.00	\$7,782,775.00
Additional Funding Detail						
PE and RW 80% Safety/20% City, Construction 50% Safety/20% City/30% Other Funding Source						
The City of Elyria intends to apply for funding through NOACA for the Cleveland Street and E. Bridge Street corridors, either as STBG or CMAQ funding. Additionally, OPWC funds may be pursued.						

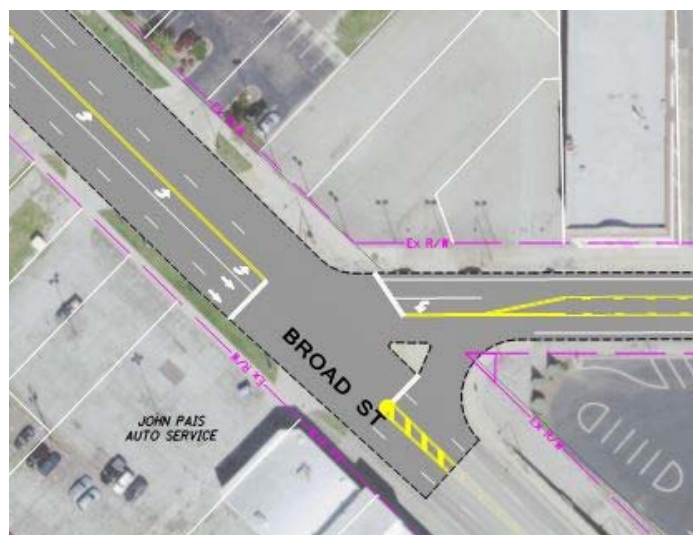
PROPOSED IMPROVEMENTS



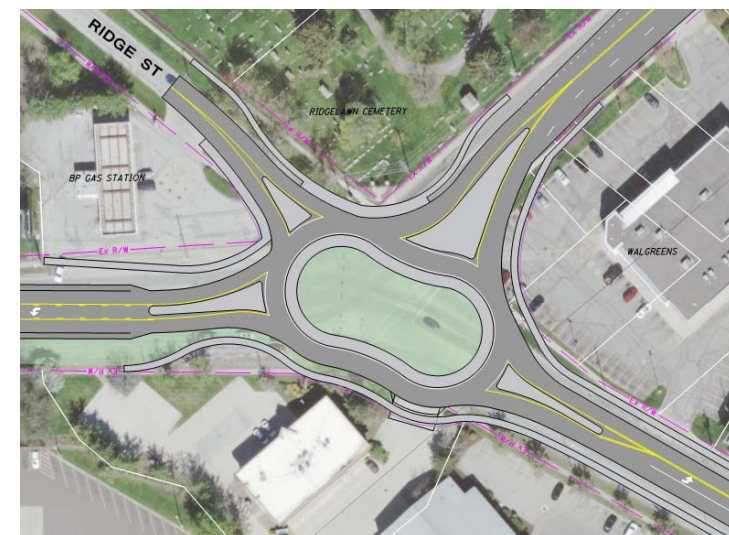
PROPOSED TYPICAL SECTION



ROAD DIET TREATMENT



MODIFIED LANE USE AND PHASING



NON-CIRCULAR ROUNDABOUT

CRASH DATA SUMMARY

Signalized Intersections						
Intersection	Total	PDO	Injury	Dry	Wet/Snow	
East Bridge Street/Broad Street	12	10	2	11	1	
East Bridge Street/Cleveland Street	15	11	4	9	6	
Olive Street/Cleveland Street	11	9	2	5	6	
Total Intersections	38	30	8	25	13	
Road Segments Between Signalized Intersections						
East Bridge Street Segment						
From	To	Total	PDO	Injury	Dry	Wet/Snow
Broad Street	Cleveland Street	23	21	2	16	7
Cleveland Street Segment						
East Bridge Street	Olive Street	23	16	7	20	3
Olive Street	Hawthorne Street	16	12	4	14	2
Total Cleveland Street segments		39	28	11	34	5
Total Road Segments		62	49	13	50	12
Total Study Area		100	79	21	75	25

PROJECT DESCRIPTION

- Apply a road diet treatment to the East Bridge Street and Cleveland Street Corridors
- Stripe bike lanes throughout the length of both corridors
- (USBR 30)
- Replace curb on Cleveland Street; sidewalk repairs where needed
- Improvements to the signalized intersections of East Bridge Street at Broad Street and Cleveland Street at Olive Street
- Improve the intersection of East Bridge Street/Cleveland Street with four-leg non-circular roundabout
- Modify lane use and signal phasing at East Bridge Street/Broad Street



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Bicycle and Pedestrian Advisory Council

FROM: Kathleen Sarli, Director of Planning

DATE: November 8, 2019

RE: **Transportation for Livable Communities Initiative (TLCI) Update**

ACTION REQUESTED

No action is requested at this time. This item is included for information and discussion only.

BACKGROUND

NOACA's Transportation for Livable Communities Initiative (TLCI) Program provides assistance to communities for integrated transportation and land use planning and projects that strengthen community livability. TLCI advances the goals of NOACA's Regional Strategic Plan by:

- Developing transportation projects that provide more travel options
- Promoting reinvestment in underutilized or vacant/abandoned properties
- Supporting economic development
- Ensuring that the benefits of growth and change are available to all members of a community
- Enhancing regional cohesion
- Providing people with safe and reliable transportation choices

The TLCI Program has two components: The TLCI Planning Studies Program and the TLCI Implementation Program. The TLCI Planning Studies Program assists communities to develop transportation planning studies that facilitate and promote sustainable development, multimodal transportation, and complete and green streets. The TLCI Implementation Program provides funding assistance for communities to implement priority projects identified in TLCI or TLCI-like community developed plans.

An application round was opened for both planning studies and implementation projects on August 29, 2019. On October 11, 2019, NOACA received 23 requests for funding: 7 planning study requests totaling about \$1.1 million in funding and 16 implementation project requests totaling about \$4.8 million in funding. All requests are being evaluated based on the criteria established in the TLCI Policy. Projects requested for both the planning studies and implementation projects are attached.

FINANCIAL IMPACT

There is \$2 million in available funding for the 2020 TLCI program. The TLCI program is funded by an annual set aside from NOACA's Surface Transportation Block Grant (STBG) funds during the development of NOACA's annual Overall Work Program and biennial Transportation Improvement Program.

CONCLUSION/NEXT STEPS

Input received from the Council will be incorporated into the application evaluations.

KS/jt/8335c

Attachment 1 – TLCI Planning Study Requests

Attachment 2 – TLCI Implementation Project Requests

NOACA SFY20 TLCI Planning Study Requests						
#	Project Sponsor	Study Name	Project Location	Total Project Cost	Local Funding Committed	NOACA Funding Requested
1	Broadview Heights	Broadview Heights Citywide Bicycle and Multi-use Path Master Plan	Broadview Heights	\$ 90,000	\$ 18,000	\$ 72,000
2	Cuyahoga County Department of Public Works	Cuyahoga County Lakefront Transportation Connection Study	Cuyhaoga County	\$ 600,000	\$ 400,000	\$ 200,000
3	Lake County General Health District	Chagrin River Corridor & Lakefront Trail Connection Plan	Lake County	\$ 250,000	\$ 110,000	\$ 140,000
4	Medina County Metro Parks	Medina County Greenways Plan	Medina County	\$ 80,000	\$ 16,000	\$ 64,000
5	NOACA	Downtown Cleveland Transportation Connectivity Study	Cleveland	\$ 250,000	\$ -	\$ 250,000
6	NOACA	Regional Lakefront Transportation Connections Study	Cuyhaoga, Lake, and Lorain Counties	\$ 150,000	\$ -	\$ 150,000
7	NOACA	Regional Metroparks Trails Transportation Connections Study	Regional	\$ 200,000	\$ -	\$ 200,000
	TOTAL			\$ 1,620,000	\$ 544,000	\$ 1,076,000

NOACA SFY2020 TLCI Implementation Project Requests

#	Project Sponsor	Project Name	Project Location	Total Project Cost	Local Funding Committed	NOACA Funding Requested
1	Avon	French Creek Greenway - Phase 1	Avon	\$ 1,118,410	\$ 718,410	\$ 400,000
2	Bay Village	Interurban Connector Trail Project	Bay Village	\$ 211,508	\$ -	\$ 211,508
3	Broadview Heights	Avery Road Improvement (Royalton Rd. (SR82)) to Oakes Rd.	Broadview Heights	\$ 1,332,750	\$ 1,169,216	\$ 163,534
4	Cleveland	Union Avenue-Broadway to Kinsman	Cleveland	\$ 6,500,000	\$ 1,500,000	\$ 400,000
5	Cleveland Metroparks	Richmond Road All Purpose Trail Connector	Glenwillow + Oakwood	\$ 367,800	\$ -	\$ 367,800
6	Elyria	Downtown Elyria Revitalization and Conn. (Phase 4)	Elyria	\$ 348,630	\$ 148,630	\$ 200,000
7	Euclid	Euclid Avenue and E.260th Street Business District Intersection	Euclid	\$ 140,000	\$ 20,000	\$ 120,000
8	Grafton	Envision Main Street Project Phase 1	Grafton	\$ 1,300,360	\$ 900,360	\$ 400,000
9	Mayfield Heights	Mayfield Heights Intersection Safety Improvements	Mayfield Heights	\$ 534,386	\$ -	\$ 534,386
10	North Royalton	State Rd. Sidewalks-North-City Hall to Akins	North Royalton	\$ 100,000	\$ -	\$ 100,000
11	North Royalton	State Rd. Sidewalks-South-Akins to Valley Parkway	North Royalton	\$ 209,745	\$ 25,000	\$ 184,745
12	Olmsted Township	Streamers Rd. Sidwalk and Intersection Improvement Project	Olmsted Township	\$ 800,000	\$ 100,000	\$ 700,000
13	Parma	Broadview + Ridgewood Road Gateway Project	Parma	\$ 279,793	\$ -	\$ 198,629
14	Parma Heights	Parma Heights Pearl Road TLCI Implementation (Phase 4)	Parma Heights	\$ 301,076	\$ -	\$ 301,076
15	Shaker Heights	Warrensville/South Woodland Intersection Pedestrian Improvements	Shaker Heights	\$ 235,000	\$ 80,000	\$ 155,000
16	Wadsworth	Downtown Wadsworth Infrastructure Project	Wadsworth	\$ 7,264,000	\$ 686,400	\$ 400,000
TOTAL				\$ 21,043,458	\$ 5,348,016	\$ 4,836,678



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Bicycle and Pedestrian Advisory Council

FROM: Kathleen Sarli, Director of Planning

DATE: November 8, 2019

RE: **ACTIVATE Plan Survey**

ACTION REQUESTED

No action is requested at this time. This item is included for information only.

BACKGROUND

NOACA has started work on ACTIVATE, our new Regional Pedestrian and Bicycle Plan for Northeast Ohio. The plan will provide new direction, analysis, and tools to help NOACA and local communities accommodate bicyclists. The plan will also address the topic of pedestrian travel for the first time in the regional context.

As a first step, NOACA is launching a public survey to better understand the needs facing Northeast Ohioans. NOACA is planning to release the survey November 15th, 2019. Any assistance from BPAC members in communicating the survey link to the public is welcomed.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Comments received from the council will be incorporated as appropriate.

KS/ks/8336c



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Bicycle and Pedestrian Advisory Council

FROM: Kathleen Sarli, Director of Planning

DATE: November 8, 2019

RE: **Safe Routes To School Program Update**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

The Safe Routes to School (SRTS) Plan, designed to achieve NOACA SAVE Plan goals, was introduced to the Safety and Operations Council during the November 16, 2018 meeting. This program elevates NOACA programs and initiatives that support goals in safety, active transportation and air quality, supports partnerships with state and regional organizations also working to improve transportation safety, and strives to attract state and federal funding to our region to improve safety and multimodal access.

A school travel plan (STP) is a local planning document outlining infrastructure and non infrastructure actions to improve safety for students traveling to and from school through active transportation, such as walking or biking. An STP is a valuable resource to guide local community investment, pursue state, regional and national funding, identify actions through public input and stakeholder engagement, and develop community partnerships to achieve goals.

NOACA is in the process of assisting four school districts with the task of creating or updating their School Travel Plans in 2019. Once finalized and accepted by ODOT, these STP's will enable local agencies to apply for funding administered through ODOT to implement recommendations benefitting schools in grades K-8.

Applications for the next round of Ohio Safe Routes to School Infrastructure and Non-Infrastructure funding opens early next January of 2020 and closes in early March. Next year will be the last year of funding eligibility for school districts whose plans were completed in 2015, unless these school districts take steps to update their School Travel Plans. These school districts are Rocky River, Euclid, and Willoughby-Eastlake. Attached is a map indicating school districts that have plans approved in 2014 or older, which will need to be updated to meet funding application requirements.

A major change occurring with this round of ODOT Safe Routes To School funding is that communities who are seeking consultant assistance from ODOT for STP development must submit an application during the round.

Local government agencies (cities, villages and counties) are encouraged to partner with their local school districts to develop and update School Travel Plans and submit applications for Ohio Safe Routes to School Infrastructure and Non-Infrastructure funding. Local agencies may ask NOACA staff to assist with School Travel Plan development and SRTS grant applications. NOACA staff will provide assistance based on safety, education and equity. All applicants are encouraged to request letters of support from NOACA at least 3 weeks prior to the application deadline.

Potential applicants should plan to participate in an upcoming informational webinar being hosted by ODOT's Local Technical Assistance Program (LTAP), which is scheduled for Thursday, December 12 from 2:00 to 3:00 pm. To register, visit this [link](#) on Ohio LTAP's web page.

The NOACA Safe Routes to School Assistance program also supports air quality goals through the promotion and implementation of Schoolpool, a program within the Gohio Commute platform. Schoolpool is a free, secure service that connects families who want to share the school commute. NOACA has implemented Schoolpool pilot programs in two schools in Lorain County, with the expansion of the program to more schools expected in 2020.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

The Council will continue to be updated.

KS/km/8337c

Agenda Item
No. 6

OLD BUSINESS

Agenda Item
No. 7

NEW BUSINESS

Agenda Item
No. 8

ADJOURN

